

**S. J. Hogg & Company,**  
Dealers in all kinds of building  
**LUMBER, LATH & SHINGLES**  
Doors, Sash and Mouldings.  
**Store Sash and Doors,**  
Door Blanks, Building Paper and Linen.  
Also Agents for

**A. Harris, Son & Co.'s**  
**IMPLEMENTES,**  
of which a full supply constantly on hand,  
another of leather and light.

**SLEIGHTS!**

To serve in a few days, cheap for each experienced  
work. Also Agents for the  
**Confederation Life Association,**  
Lumber Yards and Office,  
Stephen Avenue, Opposite Glen's Feed  
Shop.

**Public Notice.**

A notice of the Alberta District Court, Cal-  
gary Division, will be held at

**CALGARY.**

Fri. eve, Mar. 17, 1885,  
at 11 o'clock a.m.  
**T. DOWLING,** Clerk of the Court  
Calgary, Feb. 17, 1885.

**Personal.**

**JOHN A. LESLIE,**

Any information of the whereabouts of John  
(A.) Leslie of Africville, Simcoe County, Ontario,  
is desired by his wife, Mrs. Leslie, who has been  
living ever since the C.P.R. on August, 1882, will  
be much obliged by her family.

(Signed)

**George Leslie,**  
Africville, Oct. 1885.

**J. G. FITZGERALD,**  
Auctioneer and Valuator.  
STEPHEN AVENUE.

**CALGARY.**

J. G. Fitzgerald begs to inform his numerous  
customers that he has now established a  
comfortable business as above, and hopes by close  
attention to his work, to give prompt and  
adequate compensation to all, who make a call  
upon him for a valuation.

To Let.

By 15th March.  
That comfortable lot of pleasure house, on  
Stephen Avenue, known as Campbell's House,  
fully furnished, apply to Mr. W. Wood.

STEPHEN COSTELLO.

**Lost.**

Between the Hatters' Bar and the residence  
of Mr. J. G. Fitzgerald, on Stephen Avenue,  
Boulevard, on the 1st inst., a small bell will be  
paid for its return to the Hatters' Bar.

W. WOOD.

**EMMANUEL COLLEGE.**

President, The Rev. W. F. FLEET, B.A.  
Cantabrigian Foundation Scholar of Trinity Col-  
lege, Cambridge, England.

The next term begins on

**Munday, January 1, 1885.**

For the ordinary classes read at Public  
and Private Laboratories. A Laboratory is provided  
for the examination of the various  
and Quantitative Chemical Analyses are taught.  
The College is open to all students, and  
the matriculation examination of the University  
is to be held in the College.

THE PRINCIPAL, EMMANUEL COL-  
LEGE, PRINCE ALBERT, SASKATCHEWAN.

**NOTICE.**

Parties wishing to purchase

**CATTLE**  
from Ontario may be accommodated by us, as  
we go there.

Saturday, March the 14th,  
make calls on my own account, returning  
the latter end of April.

Joseph Buttin.

**NOTICE.**

We understand that the terms of Cal-  
gary, do hereby agree to sell here at the following  
prices:

On and after Monday, Mar. 3, January, 1885.  
..... \$25.  
..... \$30.  
..... \$35.  
..... \$40.

Fourteen hours to forty, each \$1.

If any of my customers will call and  
be satisfied of the name, I will thereby for-  
ward their bill to the manager of the

By the Brad, to be informed by the Town  
Council, or by the Mayor, or by the  
Police, who will be made known who will  
present and a half.

THOMAS SIBLEY, City Inst.,  
JAMES MONTGOMERY, 2nd Floor,  
F. R. CLARKSON, 8th Floor.

25c.

## THE CALGARY HERALD.

The Herald Printing & Publishing Co.  
PUBLISHERS.

SUBSCRIPTION, \$3 PER AN-  
NUM, IN ADVANCE.

Advertising rates—Special arrangements made with manufacturers and advertisers advertising by the year, all other advertisements are charged at the rates set out for each subsequent insertion. Advertising rates for the year will be given on application to the office of the paper. Any special notices, the shape of which makes it difficult to give rates, should be sent to the office of the company, who should be considered an advertiser.

No contract is to be less than a period of one month, and advertisements of short duration will be charged at the rate per day.

### THE OUTLOOK

The outlook for Calgary, now that the spring is coming, is not the best, but of course, many more may be expected by any train.

The winter has been one of unexampled stagnation as regards business. This feature has not been peculiar to Calgary, it was particularly so in Macleod, where there was no want of means to meet it. The winter has been more plentiful than in any other place in the Northwest. It is needless to say that throughout the territories generally the winter has been one of stagnation in business, and this has been more frequently before in the territorial as well as the outside press.

It would have been a mistake, however, to suppose that things have been any better, or that the winter has been any longer than usual.

Along the route of the Northern Pacific and northward to the boundary, the towns have been as dead throughout the season just past as any town in the world. Neither American institutions nor Canadian institutions, which have preserved them from the crushing effects of the universal depression.

Depression throughout the world, however, is not usually suffered so completely whose prosperity depends so largely upon foreign markets as the territories.

Hard times in the east stimulate settlement in the west, and thus, among other things, may be depended upon this spring to bring about a revival in business.

Whatever revival in business is due to such causes, it will be very slow to be expected in the best shape in Alberta.

That this is expected to be the case by those who are best informed may be judged from the actions both of the government and the C.P.R. The government during the past year have had a bank office open here with a branch of the Bank of Montreal, they have survived and put on the market the townsites of Macleod and Calgary, and have signified their intention of putting bridges on the principal trials. The C.P.R. has also opened a land office here, and to some extent has stimulated settlement.

In addition to these, reparations have been made to open two banks here in the spring, and a bank is also projected for Macleod. Another government office has been opened in Macleod in the shape of a recorder of stock, while at Calgary a registrar and mine inspector have been appointed.

All these preparations for a rising business this summer throughout the district are not without a meaning. They mean expected revival of trade and plenty of money, but that is not the chief thing deserved by the district.

In Calgary the preparations for the season's trade are very vigorous. New houses and stores are going up in all directions. Lots and neighboring lands are being bought up, and the lumbermen and merchants have all, with one exception, gone past to purchase unoccupied stocks to catch the revival in business.

Activity among land agencies, banks, and business is an advantage certainly, it is an agreeable addition to note that the security is very great. The financial interests throughout the district are the chief thing deserved by the district.

In Calgary the preparations for the season's trade are very vigorous. New houses and stores are going up in all directions. Lots and neighboring lands are being bought up, and the lumbermen and merchants have all, with one exception, gone past to purchase unoccupied stocks to catch the revival in business.

Activity among land agencies, banks, and business is an advantage certainly, it is an agreeable addition to note that the security is very great. The financial interests throughout the district are the chief thing deserved by the district.

And finally the development of our agricultural resources. Wild areas are still under cultivation in Alberta, but the time is impossible to say. Certainly, however, a larger area than in any previous year. That the soil of Alberta is well fitted for wheat and oats, as in the territories is well understood, and, moreover, farms intended to the other districts of the west, which are about to be developed this summer, promise the district an unexampled season of prosperity and wealth.

### AID TO THE C.P.R.

There is some impression in this district and amongst the men who are working on the C.P.R. in the mountains, that the work of construction will stop presently on account of the financial difficulties of the district. We do not wish to do this. The opposition had its future in their hands. In this is to be the loss, since the line would be in a similar position to those along the line of the Northern Pacific, retreating instead of going forward. Our

John, however, has frequently pledged himself to the completion of the work and it is a reasonable presumption that he would rather resign than not be induced.

That a measure of help will be granted to him is without a doubt. If the country in parliament threatened to banke the measure it would simply be granted by the government after parliament closed. Even the opposition would prefer to have the measure passed, rather than having the taken out of their hands altogether.

That one or two propositions have been discussed seems probable. The first one was outlined by the Montreal Herald when it suggested that the company could be compelled to pay the cost of the railway to the limit of \$100,000,000.

The outcry immediately raised seems to have brought forward another scheme, which the Toronto Mail outlined recently.

The plan of putting alternative schemes before the people by way of semi-independent structures to be followed by a general election was a good one.

The scheme outlined by the Mail is as follows:

"The company asks the Dominion government to relinquish to the government \$80,000,000. This amount, it is said, will issue 320 preference bonds to the extent of \$80,000,000 upon the unencumbered assets of the company.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market. The cattle can be driven with plenty of grass and abundant water on the way.

As this paper has taken occasion to remark, however, the Montana shipment is for some years to come larger than the shipments from the West.

At present, the Montana cattle will be shipped to the railhead at Maple Creek, leaving the border to Maple Creek after every facility is given to the best in the country.

### Montana Cattle and the C.P.R.

Mr. Van Horne is an interesting statement at St. Paul, made an interesting statement in regard to the shipping of Alberta and Montana cattle along the line of the C.P.R.

Owing to the quarantine law, which will be enforced against Montana cattle, an inspector will be placed at the point where the cattle cross the Canadian line into British territory, thus causing to those cattle to be handled, and those going into British territory will be inspected, as a protection against contagious disease.

Montana cattle will be shipped to the railhead at the earliest possible date.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market.

Montana cattle will be shipped to the railhead at the earliest possible date.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market.

Montana cattle will be shipped to the railhead at the earliest possible date.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market.

Montana cattle will be shipped to the railhead at the earliest possible date.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market.

Montana cattle will be shipped to the railhead at the earliest possible date.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market.

Montana cattle will be shipped to the railhead at the earliest possible date.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market.

Montana cattle will be shipped to the railhead at the earliest possible date.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market.

Montana cattle will be shipped to the railhead at the earliest possible date.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market.

Montana cattle will be shipped to the railhead at the earliest possible date.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market.

Montana cattle will be shipped to the railhead at the earliest possible date.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market.

Montana cattle will be shipped to the railhead at the earliest possible date.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market.

Montana cattle will be shipped to the railhead at the earliest possible date.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market.

Montana cattle will be shipped to the railhead at the earliest possible date.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market.

Montana cattle will be shipped to the railhead at the earliest possible date.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market.

Montana cattle will be shipped to the railhead at the earliest possible date.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market.

Montana cattle will be shipped to the railhead at the earliest possible date.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market.

Montana cattle will be shipped to the railhead at the earliest possible date.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market.

Montana cattle will be shipped to the railhead at the earliest possible date.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market.

Montana cattle will be shipped to the railhead at the earliest possible date.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market.

Montana cattle will be shipped to the railhead at the earliest possible date.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market.

Montana cattle will be shipped to the railhead at the earliest possible date.

Mr. Van Horne thinks the Montana cattle will make large use of the opportunity of shipping their cattle by the C.P.R. to Chicago and other points east, on account of the superior advantages of the Canadian route—less distance and a shorter time to market.

Montana cattle will be shipped to the railhead at the earliest possible date.

### Canadian Pacific Railway.

#### Western Division.

#### WINTER TIME TABLE

COMMENCING SUNDAY DEC. 10, AND until further notice, trains leave Winnipeg, ARRIVING AT WINNIPEG AT 12:30 P.M.



